



## Programs and Projects Committee Meeting Agenda Monday, March 8, 2021, 10:00 a.m.

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at [vlee@alamedactc.org](mailto:vlee@alamedactc.org) by 5:00 p.m. the day before the scheduled meeting. Submitted comments will be read aloud to the Commission and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (\*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length, or as specified by the Chair.

Committee Chair: Carol Dutra-Vernaci, City of Union City  
Vice Chair: Rebecca Saltzman, BART  
Members: Jen Cavanaugh, David Haubert, Lily Mei,  
Nate Miley, Sheng Thao, Richard Valle,  
Bob Woerner  
Ex-Officio: Pauline Russo Cutter, John Bauters

Executive Director: Tess Lengyel  
Staff Liaison: [Gary Huisingsh](#)  
Clerk of the Commission: [Vanessa Lee](#)

### Location Information:

Virtual Meeting Information: <https://zoom.us/j/93926698693?pwd=Mmh6c2pSZnBCYjZwMExObEp5S0hBdz09>  
Webinar ID: 939 2669 8693  
Password: 988822

For Public Access Dial-in Information: (669) 900-6833  
Webinar ID: 939 2669 8693  
Password: 988822

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: [vlee@alamedactc.org](mailto:vlee@alamedactc.org)

### 1. Call to Order

### 2. Roll Call

### 3. Public Comment

4. Consent Calendar		Page/Action
4.1.	<a href="#">Approve February 8, 2021 PPC Meeting Minutes</a>	1 A
4.2.	<a href="#">Approve the Administrative Amendments to Various Agreements to Extend Agreement Expiration Dates</a>	7 A
5. Regular Matters		
5.1.	<a href="#">Approve Programming Strategy for Metropolitan Transportation Commission's Call for Project Nominations for the Safe and Seamless Mobility Quick-Strike Program</a>	11 A
5.2.	<a href="#">Approve actions associated with the Construction Phase of the I-80 Gilman Interchange Improvements Project, Phase-1</a>	33 A
5.3.	<a href="#">Approve Contract Amendment No. 4 to Professional Services Agreement A18-0030 with WMH Corporation for State Route 84 Widening and State Route 84 / Interstate 680 Interchange Improvements Project</a>	41 A
6. Committee Member Reports		
7. Staff Reports		
8. Adjournment		

Next Meeting: Monday, April 12, 2021

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



## Alameda CTC Schedule of Upcoming Meetings March 2021 Through April 2021

**Commission Chair**

Mayor Pauline Russo Cutter  
City of San Leandro

**Commission Vice Chair**

Councilmember John Bauters  
City of Emeryville

**AC Transit**

Board President Elsa Ortiz

**Alameda County**

Supervisor David Haubert, District 1  
Supervisor Richard Valle, District 2  
Supervisor Wilma Chan, District 3  
Supervisor Nate Miley, District 4  
Supervisor Keith Carson, District 5

**BART**

Vice President Rebecca Saltzman

**City of Alameda**

Mayor Marilyn Ezzy Ashcraft

**City of Albany**

Councilmember Rochelle Nason

**City of Berkeley**

Councilmember Lori Droste

**City of Dublin**

Mayor Melissa Hernandez

**City of Fremont**

Mayor Lily Mei

**City of Hayward**

Mayor Barbara Halliday

**City of Livermore**

Mayor Bob Woerner

**City of Newark**

Councilmember Luis Freitas

**City of Oakland**

Councilmember At-Large  
Rebecca Kaplan  
Councilmember Sheng Thao

**City of Piedmont**

Councilmember Jen Cavanaugh

**City of Pleasanton**

Mayor Karla Brown

**City of Union City**

Mayor Carol Dutra-Vernaci

**Executive Director**

Tess Lengyel

### Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	March 25, 2021 April 22, 2021
9:00 a.m.	Multi-Modal Committee (MMC)	April 12, 2021
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

### Advisory Committee Meetings

5:30 p.m.	Independent Watchdog Committee (IWC)	March 8 2021
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	March 9, 2021
1:30 p.m.	Joint Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee (PAPCO/ParaTAC)	March 22, 2021
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	April 8, 2021

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org). Meetings subject to change.

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**1. Call to Order**

**2. Roll Call**

A roll call was conducted. All members were present with the exception of Commissioners Cutter, Thao, Valle, Woerner.

**Subsequent to the roll call:**

Commissioners Cutter and Woerner arrived during 4.2. Commissioner Thao arrived during 5.1.

**3. Public Comment**

There were no public comments.

**4. Consent Calendar**

**4.1. Approve January 11, 2021 PPC Meeting Minutes**

**4.2. Approve Transportation Fund for Clean Air (TFCA) FY 2021-22 Expenditure Plan Application and Call for Projects**

Commissioner Mei stated that Fremont intended to submit a project for electrical vehicle infrastructure to use the TFCA funds and Fremont staff wants to work with Alameda CTC staff to make this project fundable.

Commissioner Bauters congratulated Commissioner Mei and the City of Fremont's vision to have a fully electric fleet and he supports the City of Fremont on this project.

*Commissioner Bauters moved to approve the Consent Calendar. Commissioner Saltzman seconded the motion. The motion passed with the following roll call votes:*

Yes:        *Bauters, Cavanaugh, Cutter, Dutra-Vernaci, Haubert, Mei, Miley, Saltzman, Woerner*

No:        *None*

Abstain: *None*

Absent:   *Thao, Valle*

**5. Regular Matters**

**5.1. Approve actions necessary to facilitate project advancement into the Preliminary Engineering / Environmental phase for the State Route 262 (Mission Blvd) Cross Connector Project – Phase 1**

Tess Lengyel stated that Alameda CTC is the implementing agency of the SR-262 (Mission Blvd) Cross Connector project (Project) in cooperation with the Project

Sponsor, the City of Fremont (City). The project aims to reduce congestion and improve traffic flow for the local and regional transportation network in the vicinity of SR-262. Ms. Lengyel stated that Jhay Delos Reyes and Vivek Bhat will present this item. Mr. Delos Reyes recommended that the Commission approve the following actions related to the State Route 262 (Mission Blvd) Cross Connector Project Phase-1 (Project):

- Approve Resolution 21-001 and Regional Measure 3 Initial Project Report (RM3-IPR) (Attachment A) to request Metropolitan Transportation Commission (MTC) allocation of \$10 million RM3 funds for the Preliminary Engineering/Environmental (PE/Env) phase through a Letter of No Prejudice (LONP);
- Release a Request for Proposals (RFP) for professional services for the PE/Env Phase;
- Authorize the Executive Director or designee to negotiate with the top ranked firm; and
- Authorize the Executive Director or designee to enter into all necessary agreements including a Cooperative Agreement with the California Department of Transportation (Caltrans).

Vivek Bhat stated that RM3 is currently under litigation and collected revenues are being held in an escrow account. He noted that MTC adopted RM3 Policies and Procedures that included guidance on advancing allocations through a Letter of No Prejudice process for sponsors such as Alameda CTC who are ready to deliver projects. Through this process, sponsors can advance funds to deliver the project at their own risk and would be reimbursed when RM3 funds are available.

Commissioner Mei stated that the City is looking for an opportunity to move this project forward and she mentioned that this is key to moving goods through the corridor. She noted that the project will benefit the residents and businesses in the City as well as decrease the number of fatalities that occur in the corridor.

Commissioners Saltzman asked what would happen if RM3 is struck down by the courts and questioned if there was a plan to address funding alternatives for this project or any other project being advanced with RM3 funds. Ms. Lengyel stated that Alameda CTC will use Measure BB funds if RM3 is not advanced as this project is named in the 2014 Transportation Expenditure Plan. Commissioner Saltzman requested that funding alternatives for projects using RM3 funds be clarified in future staff reports.

Commissioner Saltzman commented that this project will not change congestion during the PM peak period and she asked if other projects will help with the volume of traffic. Mr. Delos Reyes stated that the metrics used to gauge congestion are preliminary however other projects that have recently been constructed are anticipated to help improve those metrics for the PM peak period. Ms. Lengyel stated that the I-680 HOV Northbound Lane was implemented in October and it will show improvements within the corridor.

Commissioner Miley stated that he supports this project fully and he noted that the Commission needs to address the congestion associated with this corridor. The environmental review will not be completed until 2025 and relief in this corridor will not be seen until 2028 or longer.

Commissioner Dutra-Vernaci asked what are the projects that will be impacted if RM3 does not move forward and Measure BB funds are used for this project. Mr. Bhat stated that the 2014 Transportation Expenditure Plan includes funding under the I-880 Local Access Improvements, which has the capacity to include this request.

*Commissioner Mei made a motion to approve this item. Commissioner Woerner seconded the motion. The motion passed with the following roll call votes:*

Yes: Bauters, Cavanaugh, Cutter, Dutra-Vernaci, Haubert, Mei, Miley, Thao, Woerner, Saltzman

No: None

Abstain: None

Absent: Valle

## **5.2. Approve actions necessary to facilitate project advancement into the construction phase for the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project**

Tess Lengyel stated that the Alameda CTC is the project sponsor and implementing agency of the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard project. Ms. Lengyel stated that Gary Huisingsh will provide a project update and Vivek Bhat will review the programming actions. Mr. Huisingsh recommended that the Commission approve the following actions related to the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project (Project):

- Approve a 2020 State Transportation Improvement Program (STIP) amendment request to program up to \$40 million STIP funds for the Construction Phase of the Project, including approval of Resolution 21-003, a resolution of local support for the requested STIP funding;
- Approve submitting an Assembly Bill 3090 (AB 3090) request to the California Transportation Commission (CTC) for up to \$40 million STIP funds for the Construction Phase of the Project;
- Allocate \$7 million of unencumbered 2014 Measure BB I-680 HOT/HOV Lane from SR-237 to Alcosta funds (TEP-35; CIP ID 0251) from the I-680 Sunol Express Lanes -Phase 1, for the Right of Way phase of the Project;
- Allocate \$15 million of unencumbered 2014 Measure BB I-680 HOT/HOV Lane from SR-237 to Alcosta funds (TEP-35; CIP ID 0251) from the I-680 Sunol Express Lanes-Phase 1, for the construction of Electronic Tolling System of the Project;
- Approve release of a Request for Proposals (RFP) for professional services for Toll System Integrator, and authorize the Executive Director or designee to negotiate with the top ranked firms;
- Authorize the Executive Director or designee to execute all necessary agreements for the delivery of the Right of Way Phase and Electronic Tolling System Construction Phase related tasks of the Project.

Mr. Bhat reviewed the funding options to fulfill the funding needs to deliver this project.

Commissioner Cutter asked if \$259 million is for half of the project or the entire project. Mr. Bhat stated that \$259 million is for the southern direction of the project, which is half of the project.

Commissioner Cutter expressed concerns about the cost of the project. She suggested that if there was more transit in that area the toll lanes would not be needed.

Commissioner Saltzman asked about the large funding gap on a project going into construction in a year, and whether the agency had been in a similar situation before. Ms. Lengyel acknowledged the Commissioners concerns. She mentioned that staff is working closely with four counties and transit operators on ways to create and support multimodal use on express lane corridors, including the I-680 corridor. She also clarified that Alameda CTC cannot go to construction if the project is not fully funded. The funding strategy included applying for external grants to leverage Measure BB funds.

Commissioner Saltzman requested an update in six months on the projects funding given the current shortfall. Ms. Lengyel stated that staff will bring this project back to the Commission in July 2021.

Commissioner Dutra-Vernaci stated that as MTC representative she will carry this information forward regarding express lanes around Alameda County. She acknowledged the saving of \$18 million on this project by combining it with the State State Highway Operation and Protection Program (SHOPP) project.

*Commissioner Dutra-Vernaci made a motion to approve the six recommendations on this item. Commissioner Woerner seconded the motion. The motion passed with the following roll call votes:*

Yes: Bauters, Cavanaugh, Cutter, Dutra-Vernaci, Haubert, Mei, Miley, Thao, Saltzman, Woerner  
No: None  
Abstain: None  
Absent: Valle

### **5.3. Approve Amendment No. 4 to Agreement A16-0075 with HNTB Corporation for the I-680 Sunol Express Lanes Project for System Manager services**

Liz Rutman recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 4 to Agreement A16-0075 with HTNB Corporation (HNTB) for an additional amount of \$920,000 for a total not-to-exceed amount of \$2,445,000, and a six-month time extension to December 31, 2022, to complete System Manager services for the I-680 Sunol Express Lanes Project.



Commissioners Woerner asked for additional information on issues surrounding enhancements on I-580 and he asked how will the Commission get the comfort that the issues will be addressed. Ms. Rutman stated that some of the enhancements include: 1) A data warehouse to mine the data collected without disrupting transaction processing. 2) A shadow dynamic pricing server. 3) A Disaster Recovery setup. Ms. Rutman noted that none of these enhancements are causing the delay of the project; the Toll System Integrator internal resource allocation is causing the delays. Ms. Lengyel noted that Alameda CTC has over a decade of experience working on express lanes and believes that the final product will be what is needed; however, it is taking longer than anticipated. The agency is talking with their senior management in North America, the international owner, and management quarterly and has a corrective action plan to implement this project. Alameda CTC is also addressing damages caused by the delays.

Commissioners Woerner asked if the current consultant has the expertise to complete the project. Ms. Lengyel noted that staff received a corrective action plan last week and met with the owner of Kapsch, who has made adjustments to the technical team and is committed to fully implementing the project.

Commissioner Bauters stated that when the Commission is approving a contract amendment that equals the original contract amount, he's interested in staff reporting on what damages are incurred as a result of amending the contract.

Commissioner Miley asked about the infrastructure that was removed near Sunol and replaced. Ms. Rutman stated that the legacy toll system was removed because it conflicted with the new equipment.

Commissioner Miley asked who absorbed the cost for the removal. Ms. Rutman stated that it is included as a project cost.

Commissioner Miley asked who was at fault for removing the infrastructure. Ms. Lengyel stated the equipment is antiquated and was planned to be phased out as part of the project.

*Commissioner Dutra-Vernaci made a motion to approve this item. Commissioner Mei seconded the motion. The motion passed with the following roll call votes:*

Yes:	Bauters, Cavanaugh, Cutter, Dutra-Vernaci, Haubert, Mei, Miley, Thao, Sutter, Woerner
No:	None
Abstain:	None
Absent:	Valle

## **6. Committee Reports**

There were no member reports.

## **7. Staff Reports**

Tess Lengyel stated that the agency had a call for projects that closed on February 1, 2021 that is associated with the 2020 Comprehensive Investment Plan.

Ms. Lengyel stated that she is working with partners in the Bay Region to address the COVID relief bill that was signed by the former President for a portion of funds to be made available to the MTC Bay Area region. She will testify at the California Transportation Commission for distributing funds to the state and the region.

## **8. Adjournment/ Next Meeting**

The next meeting is:

Date/Time: Monday, March 8, 2021 at 10:00 a.m.



# Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

**DATE:** March 1, 2021

**TO:** Programs and Projects Committee

**FROM:** Gary Husingh, Deputy Executive Director of Projects  
Angelina Leong, Assistant Transportation Engineer

**SUBJECT:** Approve the Administrative Amendments to Various Agreements to  
Extend Agreement Expiration Dates

## Recommendation

It is recommended that the Commission approve administrative amendments to various Alameda CTC agreements (A15-0035, A17-0101, A18-0035, A18-0040, A19-0028 and A20-0007) in support of both Alameda CTC-implemented Capital Projects and program delivery commitments and local agency-sponsored projects receiving Alameda CTC-administered discretionary funding.

## Summary

Alameda CTC enters into agreements/contracts with consultants and local, regional, state, and federal entities, as required, to provide the services, or to reimburse project expenditures incurred by project sponsors, necessary to meet the Capital Projects and program delivery commitments. Alameda CTC also enters into project funding agreements (PFAs) with local agencies for allocated Alameda CTC-discretionary fund sources, including Measure B, Measure BB, Vehicle Registration Fee and Transportation Fund for Clean Air. All agreements are entered into based upon estimated known project needs for scope, cost and schedule.

The administrative amendment requests shown in Table A have been reviewed and it has been determined that the requests will not compromise project deliverables.

Staff recommends that the Commission approve and authorize the administrative amendment requests as listed in Table A.

## **Background**

Amendments are considered “administrative” if they include only time extensions. For PFAs, the 1<sup>st</sup> request for a one-year time extension may be approved by the Executive Director, but 2<sup>nd</sup> and subsequent time extensions are brought to the Commission for approval.

Agreements are entered into based upon estimated known project needs for scope, cost, and schedule. Throughout the life of a project, situations may arise that warrant the need for a time extension or a realignment of project phase/task budgets.

The most common justifications for a time extension include (1) project delays; and (2) extended phase/project closeout activities.

Requests are evaluated to ensure that project deliverables are not compromised. The administrative amendment requests identified in Table A have been evaluated and are recommended for approval.

**Levine Act Statement:** WMH Corporation, Oberkamper & Associates Civil Engineers, Inc., WSP USA Inc., and its subconsultants did not report any conflicts in accordance with the Levine Act.

**Fiscal Impact:** There are no fiscal impacts associated with the requested actions.

### **Attachment:**

- A. Table A: Administrative Amendment Summary

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	WMH Corporation	I-680 Northbound HOV/Express Lane / Design and design services during construction	A15-0035	A1: Budget increase and 24-month time extension from 6/30/2019 to 6/30/2021 for design services during construction A2: Modify indemnification and insurance provisions in Contract A3: 12-month time extension from 6/30/2021 to 6/30/2022 ( <i>current request</i> )	1	None
2	City of Fremont	Safe and Smart Corridor Along Fremont Blvd / Preliminary Engineering/Environmental and Final Design	A17-0101	A1: 12-month time extension from 12/31/2019 to 12/31/2020 A2: 24-month time extension from 12/31/2020 to 12/31/2022 ( <i>current request</i> )	1 & 2	None
3	WMH Corporation	I-880 Southbound HOV Lane – South Segment / Highway planting design and design services during construction	A18-0035	A1: Budget increase and 12-month time extension from 6/30/2020 to 6/30/2021 A2: Modify indemnification and insurance provisions in Contract A3: 12-month time extension from 6/30/2021 to 6/30/2022 ( <i>current request</i> )	1	None
4	Oberkamper & Associates Civil Engineers, Inc.	I-880/Mission Boulevard (Route 262) Interchange / Right-of-way services	A18-0040	A1: 12-month time extension from 4/30/2020 to 4/30/2021 A2: Budget increase and modify indemnification and insurance provisions in Contract A3: 14-month time extension from 4/30/2021 to 6/30/2022 ( <i>current request</i> )	2	None
5	City of Oakland	7 <sup>th</sup> Street Grade Separation and Port Arterial Improvements / Project management and supporting services	A19-0028	A1: 12-month time extension from 6/1/2020 to 6/1/2021 A2: 24-month time extension from 6/1/2021 to 6/1/2023 ( <i>current request</i> )	1	None

6	WSP USA Inc.	7 <sup>th</sup> Street Grade Separation East / Construction Management	A20-0007	A1: Modify indemnification and insurance provisions in Contract A2: 30-month time extension from 4/30/2021 to 10/31/2023 ( <i>current request</i> )	1	None
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- (1) Project delays.
- (2) Extended phase/project closeout activities.
- (3) Other



# Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

**DATE:** March 1, 2021

**TO:** Programs and Projects Committee

**FROM:** Vivek Bhat, Director of Programming and Project Controls  
Jacki Taylor, Senior Program Analyst

**SUBJECT:** Approve Programming Strategy for Metropolitan Transportation Commission's Call for Project Nominations for the Safe and Seamless Mobility Quick-Strike Program

## Recommendation

It is recommended the Commission approve the following programming strategy for nominating projects for the Metropolitan Transportation Commission (MTC) Safe and Seamless Quick-Strike Program:

1. Authorize staff to nominate projects from the pool of applications received for the Alameda CTC's 2022 Comprehensive Investment Plan (2022 CIP) that align with the guidelines and requirements of MTC's Safe and Seamless Quick-Strike Program; and
2. Authorize staff to nominate projects from the regionally significant and countywide projects and programs identified in the staff report that align with the guidelines and requirements of MTC's Safe and Seamless Quick-Strike Program.

## Summary

Last month, MTC released a call for project nominations and Guidelines (Attachment A) for the Safe and Seamless Mobility Quick-Strike Program (Program), a one-time, competitive grant program within its One Bay Area Grant program (OBAG 2) framework. The program emphasizes bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility. Through this program, approximately \$54 million of federal funding is available regionwide to support local and regional projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment. County targets based on the OBAG 2 county program distribution have been provided by MTC as a guide, and Alameda County's funding target is 19.9% (approximately \$10 million).

MTC has requested County Transportation Agencies (CTAs) to submit project nominations for their county area by March 30, 2021. In response, Alameda CTC staff has developed a recommended programming strategy to address immediate funding needs for projects submitted for the 2022 CIP as well as regional and countywide priorities.

## **Background**

MTC's Safe and Seamless Mobility Quick-Strike Program is a one-time, competitive grant program within the One Bay Area Grant program (OBAG 2) framework. Federal funding is available to support local and regional projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment. Available funding includes a mix of Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Federal Highway Infrastructure Program (FHIP) funds, with FHIP funds exchanged with STP/CMAQ funds to the extent possible to meet federal other funding deadlines and requirements. CMAQ funds will be used for eligible projects that demonstrate air quality benefits and implement Plan Bay Area's climate initiative goals and priorities.

To address local needs throughout the region, and encourage community-based project investments, each CTA will act on MTC's behalf and submit project nominations for their county area. County targets based on the OBAG 2 county program distribution have been provided by MTC as a guide (Attachment A), with a minimum of \$1 million per county. Alameda County's target is 19.9% (approximately \$10 million). However, MTC staff cautions that the final project selection will not necessarily adhere to these targets because the final program of projects must reflect regional and multi-county priorities, in addition to local priorities within each county, and conform with the program guidance and timelines.

## ***Program Development Process and Schedule***

MTC's project nomination/prioritization process for the Program is intended to quickly distribute funds to competitive and impactful investments throughout the region and program development includes these key steps:

- Letters of Interest: County Transportation Agencies (CTAs) submit Letters of Interest to nominate projects within their counties. In addition to basic project information (project description, sponsor, total cost, funding request), submittals should also describe how the project meets the program eligibility requirements and evaluation criteria, and how well the proposed project sponsor meets state and federal funding requirements. Nomination letters, project information forms, and Complete Streets checklists must be received no later than Tuesday, March 30, 2021.
- Evaluation: MTC staff will evaluate CTA nominations as well as regional program considerations to develop a recommended program of projects. Program recommendations are scheduled to be presented to Bay Area Partnership Board for review and discussion in April and released on May 3, 2021.



- Project Applications: For projects recommended for funding, MTC and CTA staff will work with project sponsors to submit project applications with a detailed scope, delivery schedule, and funding plan, with all supporting documentation including resolutions of local support due to MTC by May 21, 2021.
- Program Approval: MTC Commission approval of the recommended program of projects is anticipated in late May 2021.

### ***Project Eligibility & Focus Areas***

The program emphasizes bicycle and pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility. Eligible project types include:

- Quick-build bike, pedestrian, and transit improvements; including bike share enhancements.
- Local safe and seamless mobility projects, including projects that advance equitable mobility; invest in bicycle/pedestrian safety; improve connections to transit; or implement seamless strategies within a corridor.
- In addition to capital projects, programs that support safe and seamless mobility or advance equitable mobility are also eligible (ex. safe routes to school/transit programs). Up to \$200,000 per county may also be directed towards countywide implementation of safe and seamless mobility planning and programming efforts.

### ***Evaluation Criteria***

MTC staff will evaluate the CTA-nominated projects against the program criteria detailed in MTC's Program Guidelines (Attachment A). Projects should align with the identified Connected Mobility Framework Values and Goals (detailed in Guidelines); be the direct result or outcome of a community engagement process; be within or directly connected to a Priority Development Area (PDA) or Transportation Priority Area (TPA) and/or serve a Community of Concern (COC), Community Air Risk Evaluation (CARE) program area, or similar local designation (PDAs and TPAs may be existing or recently designated as part of the Plan Bay Area 2050 growth framework); address transit connectivity gaps, especially in areas significantly impacted from the Pandemic; demonstrate partnership among jurisdictions, transit agencies, and counties; and demonstrate ability to be delivered quickly and meet federal funding requirements, including the requirements of the OBAG 2 program, MTC Resolution 4202, the Regional Project Delivery Policy, MTC Resolution 3606, and obligate federal funds by September 30, 2022. Additionally, awarded funding cannot supplant existing funds.

### ***Alameda County Programming Strategy for Project Nominations***

Staff has developed a recommended programming strategy in response to MTC's call for project nominations, due by March 30, 2021. The approach includes maximizing the funding available for the projects submitted for the 2022 CIP and addressing other immediate countywide funding needs.

## 2022 CIP Applications Inventory

The 2022 CIP call for projects included a fund estimate of \$26 million and was released in December 2020. In response to the call, Alameda CTC received 35 applications requesting funding of approximately \$38.3 million (Attachment B). Similar to the MTC's Safe and Seamless Mobility Quick-Strike program, eligibility for the 2022 CIP is focused on funding high-priority and near-term bicycle and pedestrian and transit-related capital projects. Staff is proposing to use this inventory of applications to select eligible projects to nominate for MTC's Safe and Seamless Mobility Quick-Strike program. This approach will help augment the local funding available through the 2022 CIP.

## Regionally Significant and Countywide Projects and Programs

In addition to the inventory of 2022 CIP applications, there are several projects and programs with immediate funding needs including certain Alameda CTC-sponsored projects and requests received from MTC. These project needs are summarized below:

- ***I-80 Gilman I/C Bike/Ped Over-crossing & Access Imps, Phase 1***  
***Estimated funding need: \$1.6 million***

Post bid opening, the lowest bidder was approximately \$3.8 million over the Engineer's Estimate. Approximately \$2.2 million of the shortfall is being addressed by a combination of state and City of Berkeley funds. The funding gap of \$1.6 million needs to be addressed to award the contract.

- ***I-80 Gilman I/C Bike/Ped Over-crossing & Access Imps, Phase 2***  
***Estimated funding need: \$4 million***

I-80 Gilman I/C Phase 2 construction is scheduled to be advertised in June 2021. The latest Engineer's estimate is approximately \$5 million over the secured funding. Phase 2 includes approximately \$4 million bike /ped elements which may be eligible for MTC's Safe and Seamless Mobility Quick-Strike program. Similar to Phase 1, the funding gap needs to be addressed near-term to avoid loss of committed state funds.

- ***Countywide Safe Routes to School Program (SR2S)***  
***Estimated funding need: \$1.5 million***

Alameda CTC is the implementing agency for the Countywide SR2S which is funded with a combination of State ATP and federal OBAG cycle 2 funds over a 5-year period. The program is scheduled to go into year 5 of its implementation and has a funding need of approximately \$1.5 million based on the current costs of implementation and additional program needs.

- ***Bay Bridge Forward, I-580 Westbound High Occupancy Vehicle Lane Extension***  
***Estimated funding need: \$1.5 million***

In May 2020, Alameda CTC approved \$10 million for the MTC Bay Bridge Forward Initiative projects, which included \$4.75 million for the I-580 Westbound HOV Extension project. Current updated cost estimates of the project indicate an

additional need of \$3 million. MTC is requesting \$1.5 million through the Safe and Seamless Quick Strike program from Alameda County's target share.

- ***Various youth and adult bicycle promotion and education programs***  
***Estimated funding need: \$110,000***

Bike East Bay has approached Alameda CTC staff with funding requests for a suite of bicycle promotion and education programs that address equitable mobility. These include various youth and adult bicycle programs that provide bike equipment, repairs, and bike safety training and education.

Although the MTC's guidance estimates Alameda County's target at 19.9% (approx. \$10 million), staff intends to submit nominations above the target amount, in the range of \$15 million. This is based on MTC's caution that if not all CTAs nominate sufficient eligible projects to meet their county target, MTC could choose to provide that unused programming capacity to other counties. Additionally, MTC's evaluation process entails selecting projects of regional significance and that comply with the OBAG 2 and federal delivery requirements, including being construction ready by Fall 2022.

It is recommended the Commission authorize staff to evaluate, select and submit project nominations from the received 2022 CIP applications and the identified projects and programs of regional significance, for MTC's Safe and Seamless Quick-Strike Program.

### **Next Steps**

By March 30, 2021, staff will evaluate potential projects and submit project nominations that support MTC's program guidance and timelines. MTC is anticipated to approve a program of projects in late May 2021. The awarded federal funding is to be obligated by September 30, 2022.

**Fiscal Impact:** There is no fiscal impact associated with this item.

### **Attachments:**

- A. MTC Safe and Seamless Mobility Quick-Strike Program Call for Nominations and Guidance
- B. 2022 Comprehensive Investment Plan – Summary of Applications Received

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METROPOLITAN  
TRANSPORTATION  
COMMISSION

5.1A

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
www.mtc.ca.gov

February 5, 2021

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Alameda County

*Alfredo Pedroza, Vice Chair*  
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*Therese W. McMillan*  
Executive Director

*Alix Bockelman*  
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Deputy Executive Director, Operations

*Brad Paul*  
Deputy Executive Director,  
Local Government Services

TO: CTA Executive Directors

RE: Safe and Seamless Mobility Quick-Strike Program – Call for Nominations

Dear CTA Executive Directors:

On January 27, 2021, the Metropolitan Transportation Commission (MTC) approved MTC Resolution No. 4202, Revised, which included the policy framework for the Safe and Seamless Mobility Quick-Strike program. The detailed program guidelines, located in Appendix A-11 to the One Bay Area Grant (OBAG 2) program resolution, are provided as an attachment (**Attachment 1**). OBAG 2 policies, procedures, and requirements apply to the Safe & Seamless program unless specified otherwise in Appendix A-11.

The purpose of this letter is to release the call for project nomination letters for the Safe & Seamless grant program and provide additional guidance on the solicitation process. Project nomination letters for projects submitted as part of county targets are to be submitted by the Bay Area County Transportation Agencies (CTAs). Project sponsors and interested stakeholders are encouraged to work with the applicable CTA (or multiple CTAs for multi-county projects) for submittal of project nominations. This call does not include the projects to be identified by the Blue Ribbon Transit Recovery Task Force, which will follow a different process.

### **Project Nominations**

CTAs are invited to submit project nomination letters to MTC for projects located within their counties, as well as multi-county and regional projects for the respective county target. Letters should describe the CTA's process to identify and prioritize projects for this competitive grant opportunity. CTAs should also list, in narrative form or in a table, the projects being nominated, along with brief project descriptions and the amount of funds requested for each project.

Attached to the project nomination letters, CTAs must also provide completed project information forms for each project (**Attachment 2**).

In addition to these materials required to be submitted directly by the CTAs, project sponsors must submit a Complete Streets checklist for each nominated project into MTC's Complete Streets Database: <https://completestreets.mtc.ca.gov/>.

***Nomination letters, project information forms, and Complete Streets checklists must be submitted no later than Tuesday, March 30, 2021.*** Nomination letters and project information forms should be sent to Mallory Atkinson at [matkinson@bayareametro.gov](mailto:matkinson@bayareametro.gov). Complete Streets checklists should be uploaded directly into the online database, linked above.

### **Project Evaluation & Final Project Applications**

In April, MTC staff will evaluate project nominations using the established program criteria, funding eligibility, and focus areas. Staff will consider each CTA's nominations independently as well as in relation to other county submissions and regional priorities to develop its initial funding proposal. Staff will share its initial funding proposal with the Bay Area Partnership Board for discussion and feedback.

CTAs and project sponsors will be notified of MTC staff's funding recommendation by May 3, 2021. Project sponsors recommended for funding must submit the final application materials to MTC by May 21, 2021.

Final application materials include:

- ❖ Project submission in MTC's Financial Management System (FMS) <https://fms.mtc.ca.gov/fms/home.ds>, which will include detailed information on project scope, funding, and performance metrics.
- ❖ Written response to any remaining project-specific questions from MTC's evaluation team.
- ❖ Project map with sufficient detail to clearly identify the location and extent of the project.
- ❖ A signed Local Agency Compliance Checklist (**Attachment 3**). CTAs and local agencies should review this checklist carefully. Although these requirements were included in the OBAG 2 County Program, additional actions will be required for sponsors to satisfy the requirements for the Safe & Seamless grant program. These requirements include a review of the project's Complete Streets checklist by the appropriate Bicycle and Pedestrian Advisory Council, submission of the Housing Element annual progress report for 2020, and adoption of a Resolution of Local Support for the project. In addition, sponsors that have not yet adopted a resolution affirming compliance with California's Surplus Lands Act must now do so. This final requirement will primarily affect charter cities, which were not required to adopt such a resolution at the time of the OBAG 2 County Program adoption.

Please note that project sponsors have only *two weeks* to submit the final required materials to MTC. To meet this aggressive timeline, project sponsors are encouraged to submit their project into FMS in advance of being notified of MTC staff's funding recommendation. Additionally, sponsors should seek early Council or Board approvals of the resolutions required in the Local Agency Compliance Checklist.

***The responses to project-specific questions, project maps, and the completed Local Agency Compliance Checklist must be submitted no later than Friday, May 21, 2021.*** Project data should be uploaded directly into FMS, linked above. Responses to project questions, project maps, and checklists should be sent to Mallory Atkinson at [matkinson@bayareametro.gov](mailto:matkinson@bayareametro.gov).

**Program Approval**

Staff anticipates presenting its recommended program of projects to the MTC Commission for consideration and approval at its June 2021 meeting.

Sincerely,

A handwritten signature in blue ink that reads "Theresa Romell". The signature is fluid and cursive, with the first name "Theresa" and last name "Romell" clearly distinguishable.

Theresa Romell  
Funding Policy and Programs

**Attachments**

Attachment 1: Safe & Seamless Mobility Quick-Strike Program – MTC Resolution No. 4202,  
Revised, Appendix A-11

Attachment 2: Project Information Form

Attachment 3: Local Agency Compliance Checklist

TR:MA

<J:\PROJECT\Funding\T5-FAST\STP-CMAQ\FHIP - STP-Bump\Safe & Seamless Quick-Strike>

**Appendix A-11: Safe and Seamless Mobility Quick-Strike Program**

The Safe and Seamless Mobility Quick-Strike program is a one-time, competitive grant program within the One Bay Area Grant program (OBAG 2) framework. Federal funding is available to support local and regional projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment.

Available funding includes a mix of Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Federal Highway Infrastructure Program (FHIP) funds, with FHIP funds exchanged with STP/CMAQ funds to the extent possible to meet federal other funding deadlines and requirements. CMAQ funds will be used for eligible projects that demonstrate air quality benefits and implement Plan Bay Area's climate initiative goals and priorities.

**Project Eligibility & Focus Areas**

The program emphasizes bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility. Eligible project types include:

- Quick-build bike, pedestrian, and transit improvements; including bike share enhancements.
- Local safe and seamless mobility projects, including projects that advance equitable mobility; invest in bicycle/pedestrian safety; improve connections to transit; or implement seamless strategies within a corridor.
- In addition to capital projects, programs that support safe and seamless mobility or advance equitable mobility are also eligible (ex. safe routes to school/transit programs); a limited amount of funding, (up to \$200,000 per county) may also be directed towards countywide implementation of safe and seamless mobility planning and programming efforts).
- Other near-term implementation of strategies emerging from the Blue-Ribbon Transit Recovery Task Force and Partnership Board's Connected Mobility Subcommittee.

Fund commitments for specific focus areas include:

- One-quarter of the total program is targeted for bicycle/pedestrian safety (including local road safety).
- \$5 million is set aside to support early implementation efforts anticipated from the Blue-Ribbon Transit Recovery Task Force.

**Evaluation Criteria**

MTC staff will evaluate nominated projects against the following program criteria.

Nominated projects should:

- Align with Connected Mobility Framework Values and Goals (see inset below)
- Be the direct result or outcome of a community engagement process
- Be within or directly connected to a Priority Development Area (PDA) or Transportation Priority Area (TPA) and/or serve a Community of Concern (CoC), Community Air Risk Evaluation (CARE) program area, or similar local designation. PDAs and TPAs may be existing or recently designated as part of the Plan Bay Area 2050 growth framework.
- Addresses transit connectivity gaps, especially in areas significantly impacted from the pandemic



- Demonstrate partnership among jurisdictions, transit agencies, and counties.
- Demonstrate ability to quickly deliver, and meet federal funding requirements, as funds must be obligated by September 30, 2022.

To ensure consistency with the implementation of county and regional plans and priorities, as well as encourage discussion and coordination in developing investment proposals, projects co-nominated by MTC and a CTA will be given extra consideration if meeting regional goals and priorities.

Below are the regional connected mobility values and goals guiding these investments:

CONNECTED MOBILITY VALUES AND GOALS	
Values	Goals
Think Regionally Act Locally	Be coordinated, interconnected, and contiguous
Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips
Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs
Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips
Be Sustainable	Strive for a healthy planet, people, and full-cost accounting

### Project Nominations

To address local needs throughout the region, and encourage community-based project investments, each County Transportation Agency (CTA) will act on MTC's behalf and submit project nominations for their county area. County targets have been provided as a guide, for each county (see table at right). However, final project selection by MTC will not necessarily adhere to these targets. Target amounts are based on the OBAG 2 county program distribution.

In addition to county submissions, MTC may consider projects that would be implemented regionwide or in more than one county. Where applicable, MTC staff will work with CTAs to coordinate on co-nominations for regional projects.

As the final program of projects must reflect regional or multi-county priorities, in addition to local priorities within each county, the final programming per county will not correspond exactly to nomination targets.

To ensure each county is provided sufficient funding to have a meaningful community impact, each county's nomination target will be a minimum of \$1 million.

### County Nomination Targets (\$ millions, rounded)

	%
Alameda	19.9%
Contra Costa	14.6%
Marin	2.8%
Napa	2.1%
San Francisco	12.5%
San Mateo	8.4%
Santa Clara	27.0%
Solano	5.5%
Sonoma	7.2%
	<b>100.0%</b>

Note: Final project selection and fund programming will not correspond exactly to nomination targets.

## Project Selection Process

The prioritization process is designed to quickly distribute funds to competitive and impactful investments throughout the region.

- **Letters of Interest:** County Transportation Agencies (CTAs) submit Letters of Interest to nominate projects within their counties. In addition to basic project information (project description, sponsor, total cost, funding request), submittals should also describe how the project meets the program eligibility requirements and evaluation criteria, and how well the proposed project sponsor meets state and federal funding requirements.
- **Evaluation:** MTC staff evaluate CTA nominations as well as regional program considerations to develop a recommended program of projects. Program recommendations presented to Bay Area Partnership Board for review and discussion.
- **Project Applications:** MTC and CTA staff work with project sponsors to submit project applications with a detailed scope, delivery schedule, and funding plan.
- **Program Approval:** MTC Commission consideration and approval of projects and fund programming.

## Programming Policies and Requirements

Unless otherwise noted within these guidelines, OBAG 2 General Programming Policies (see MTC Resolution No. 4202, Attachment A, pages 6-11), and Regional Project Funding Delivery Policy (MTC Resolution No. 3606) apply.

- **Project sponsors:** Eligible sponsors are those approved by Caltrans to receive FHWA federal-aid funds (including cities, counties, transit agencies, CTAs, and MTC). Sponsors must also have a demonstrated ability to meet timely use of funds deadlines and requirements (see Project Delivery and Monitoring, below).
- **Minimum Grant Size:** Project nominations should be consistent with OBAG 2 minimum grant size requirements per county (\$500,000 grant minimum for counties with population over 1 million, and \$250,000 minimum for all other counties). Final funding awards may deviate from grant minimums per county, should one or more grant awards span multiple counties or regionwide.

Additionally, deviations from the OBAG 2 minimum grant size requirements for project nominations may be considered on a project-by-project basis. However, grant awards must be at least \$100,000.

- **Local Match:** Toll credits may be requested in lieu of non-federal cash match.
- **Supplanting of Funds Prohibited:** Supplanting of existing funds on fully-funded projects is prohibited, as the program is intended to infuse transportation investment into communities responding and adapting to the COVID-19 environment. If funds are

requested to address a funding shortfall on a project due to reduced local revenues, CTAs must demonstrate why the project should be a priority for regional funding, if it was not the highest priority for available local funding. In their nomination, CTAs should describe how the county and local jurisdictions determined which projects are prioritized for reduced local revenues.

- **Project Phases:** The Environmental (ENV), Plans, Specifications and Estimates (PS&E), Preliminary Engineering (PE) and Right Of Way (ROW) phases are eligible for capital projects as long as the construction (CON) phase of the project is delivered and funds obligated by September 30, 2022.
- **Project Delivery and Monitoring:** Project sponsors must have a record of consistently meeting state and federal timely use of funds deadlines and requirements, or demonstrate/identify revised/new internal processes to ensure they will meet funding deadlines and requirements moving forward at the time of project nomination. In addition to the provisions of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606), the following specific funding deadlines/requirements apply:
  - Funds must be obligated (authorized in a federal E-76, or transferred to FTA) no later than September 30, 2022.
  - Funds must be encumbered or awarded in a contract within 6 months of federal obligation.
  - Funds must be invoiced against within 3 months of encumbrance/award and invoiced against and receive a federal reimbursement quarterly thereafter.
  - If there could be complications with invoicing against the construction phase within 9 months of federal obligation, then the sponsor should consider including Construction Engineering (CE) in the federal obligation so that eligible costs may be invoiced in order to meet the invoicing deadline.
  - Project sponsor must meet all other timely use of funds deadlines and requirements, for all other state and federal transportation funds received by the agency, during the duration of project implementation (such as, but not limited to, project award, federal invoicing, and project reporting).
  - To help ensure compliance with state and federal invoicing requirements, as part of the application submittal, the Finance/Accounting Manager/Director for the agency receiving the funds must provide written documentation on the agency's internal process and procedures for complying with FHWA federal-aid timely use of funds requirements, especially with regards to meeting federal invoicing requirements.
  - CTAs nominating successful projects must monitor the project sponsors within their respective county in meeting the timely use of funds deadline requirements in MTC Resolution No. 3606 and report quarterly to MTC on the agency's status in meeting regional, state, and federal timely use of funds deadlines and requirements.
- **Additional Requirements Apply:**
  - Project sponsor must comply with MTC's Complete Street Policy and submit a Complete Streets Checklist for the project.

- Project sponsor must adopt a Resolution of Local Support prior to adding the project into the Transportation Improvement Program (TIP).
- Project sponsor must satisfy the OBAG 2 housing policy requirements – have a certified Housing Element, submit the Annual Progress Report for the Housing Element, and have adopted a resolution affirming compliance with the California Surplus Lands Act.
- CTAs must make each project's Complete Streets Checklist available for review by the appropriate Bicycle and Pedestrian Advisory Committee (BPAC) prior to MTC Commission approval of projects and fund programming. Documentation this has occurred must be included with the project application.



Basic Project Information		
<b>Project Name:</b>	<i>Project name</i>	
<b>Project Sponsor:</b>	<i>Project sponsor</i>	
<b>Sponsor Contact Information:</b>	<i>Contact name</i>	
	<i>Contact phone</i>	
	<i>Contact email</i>	
<b>Project Location:</b>	<i>Project location</i>	
<b>Brief Project Description:</b> Please limit to 100 word maximum	<i>Project description</i>	
Program Focus Areas & Evaluation Criteria		
<b>Program Focus Areas:</b>	<p>Identify the type of project to be completed. Select all that apply:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Quick-build bicycle and/or pedestrian improvement</li> <li><input type="checkbox"/> Quick-build transit improvement</li> <li><input type="checkbox"/> Bike share enhancement</li> <li><input type="checkbox"/> Bicycle and/or pedestrian safety improvement</li> <li><input type="checkbox"/> Local safe &amp; seamless mobility improvement</li> <li><input type="checkbox"/> Safe &amp; seamless mobility improvement in a corridor</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Improved connections to transit</li> <li><input type="checkbox"/> Programming to support safe and seamless mobility</li> <li><input type="checkbox"/> CTA planning or programming to support safe and seamless mobility</li> <li><input type="checkbox"/> Other project type consistent with the Blue-Ribbon Transit Recovery Task Force or the Partnership Board's Connected Mobility Framework</li> </ul>
<b>Priority Planning Areas:</b>	<p>Identify the location of the project to be completed in relation to the following prioritized geographies. Select all that apply:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Priority Development Area (PDA)</li> <li><input type="checkbox"/> Transit Priority Area (TPA)</li> <li><input type="checkbox"/> Community of Concern (COC)</li> <li><input type="checkbox"/> Community Air Risk Evaluation (CARE) community</li> <li><input type="checkbox"/> Other project area – for a project that is not located in the above areas, please describe how this project advances safe and seamless mobility for populations that are low-income or that have been historically-disadvantaged</li> </ul> <p><i>Describe how project located outside of a PDA, TPA, COC, or CARE advances equitable mobility</i></p>	
<b>Connected Mobility Framework:</b> Please limit to 200 word maximum	<p>Describe how the project aligns with the values &amp; goals of the Partnership Board's Connected Mobility Framework:</p> <p><i>Project alignment with Connected Mobility Framework</i></p>	
<b>Community Engagement &amp; Planning Processes:</b>	<p>Describe the community outreach that has been completed related to this project, and also reference any local or regional plans in which this project is included (e.g.</p>	

<p>Please limit to 200 word maximum</p>	<p>community-based transportation plan, station area or specific plans, bicycle or pedestrian plans, etc.):</p> <p><i>Community engagement &amp; planning processes</i></p> <p>Describe the outreach that has been completed with transit operators to ensure the project does not conflict with existing or planned transit service:</p> <p><i>Coordination and outreach with transit operators</i></p>
<p><b>Transit Connectivity:</b> Please limit to 100 word maximum</p>	<p>Describe how this project addresses a gap in transit connectivity, particularly in areas significantly impacted from pandemic:</p> <p><i>Transit connectivity</i></p>
<p><b>Project Partnerships:</b> Indicate if project is anticipated to be co-nominated by MTC</p>	<p>Describe any partnerships in place for this project (jurisdictions, CTAs, transit agencies, community groups, etc.):</p> <p><i>Project partnerships</i></p> <p><input type="checkbox"/> Project is co-nominated by MTC.</p>
<p><b>Project Readiness:</b> Please limit to 100 word maximum</p>	<p>Describe the readiness of the project, including right-of-way impacts, the type of environmental document/clearance required, and consistency with Plan Bay Area 2040.</p> <p><i>Project readiness, right-of-way, environment</i></p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit. Also, include a statement of Caltrans' level of support for the project.</p> <p><i>Caltrans approvals status and timeline; level of support</i></p>
<p><b>Deliverability:</b> Please limit to 200 word maximum, or include as attachment</p>	<p>Describe the project's timeline and status, as well as the sponsor's ability to meet the September 30, 2022 obligation deadline.</p> <p><i>Project timeline, status, and obligation deadline</i></p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks.</p> <p><i>Project risks and mitigation strategies</i></p> <p>Describe the sponsor's ability to meet state and federal requirements after fund obligation. Include confirmation of ability to award within 6 months of obligation and a discussion of the agency's delivery history for federal funds; note any documented internal processes in place to ensure full adherence to invoicing and timely use of funds policies, and describe CTA's role in delivery and monitoring.</p> <p><i>Project sponsor ability to meet delivery and monitoring requirements</i></p>



<b>Fund exchange:</b>	<input type="checkbox"/> Project involves a local fund exchange. If yes, please describe. Clarify which project will receive federal funds directly, which project will receive non-federal funds, and the timing of both projects. <i>Fund exchange description</i>
<b>Grant minimum:</b>	<input type="checkbox"/> Project does not meet the minimum grant size requirement. If yes, describe why an exception to this requirement should be considered. <i>Exception request to minimum grant size</i>
<b>Supplanting of existing funds:</b>	<input type="checkbox"/> Grant funds would supplant existing funds previously programmed to the project. If yes, describe why an exception to this requirement should be considered. If funds are requested to address a funding shortfall on a project due to reduced local revenues, describe how the county and/or local jurisdiction(s) determined which projects should be prioritized for the use of the remaining local revenues. Response should demonstrate why the project should be prioritized for regional funding if it was not the highest priority for local funding. <i>Exception request to fund supplanting requirement</i>
<b>Toll credit request:</b>	<input type="checkbox"/> Toll credits are requested; no local match is provided. <i>Notes on toll credit request, optional</i>

## Project Cost & Funding

### Project Cost & Status:

Phase	Total Cost	Fund Source by Phase			Project Status by Phase
		Safe & Seamless (Grant Request)	Other Funds		% Complete
Planning/ Conceptual	\$	\$	\$	Fund source; notes	% complete
Environmental Studies (PA&ED)	\$	\$	\$	Fund source; notes	% complete
Design Engineering (PS&E)	\$	\$	\$	Fund source; notes	% complete
Right-of-way	\$	\$	\$	Fund source; notes	% complete
Construction	\$	\$	\$	Fund source; notes	% complete
<b>Total</b>	\$	\$	\$		

### Project Investment by Mode:

Mode	Share of project investment
Auto	%
Transit	%
Bicycle/Pedestrian	%
Other	%
<b>Total</b>	<b>100%</b>





Local Compliance Checklist	
<b>Jurisdiction:</b>	<i>Local jurisdiction</i>
<b>MTC's Complete Streets Policy:</b>	<p><input type="checkbox"/> Jurisdiction complies with MTC's Complete Street Policy, either by:</p> <ol style="list-style-type: none"> <li>1. Adopting a Complete Streets resolution incorporating MTC's nine required complete streets elements; or</li> <li>2. Adopting a significant revision to the General Plan Circulation Element after January 1, 2010 that complies with the California Complete Streets Act of 2008.</li> </ol> <p><input type="checkbox"/> Complete Streets checklist for project was reviewed by the appropriate Bicycle and Pedestrian Advisory Committee (BPAC) prior to May 21, 2021. Provide the date of BPAC review, describe any comments that were received, and the jurisdiction's response to feedback.</p> <p><i>Date of BPAC review &amp; discussion of BPAC comments</i></p>
<b>Resolution of Local Support:</b>	<input type="checkbox"/> Jurisdiction has adopted a Resolution of Local Support by May 21, 2021.
<b>Housing Element:</b>	<p><input type="checkbox"/> Jurisdiction's Housing Element has been certified by California Department of Housing and Community Development (HCD). Note: all Bay Area jurisdictions satisfied this requirement prior to the One Bay Area Grant (OBAG 2) County Program adoption.</p> <p><input type="checkbox"/> Jurisdiction's Housing Element annual progress report for calendar year 2020 has been submitted to HCD.</p>
<b>Surplus Lands Act:</b>	<p><input type="checkbox"/> Jurisdiction has met MTC's Surplus Land Requirements prior to May 21, 2021, through the adoption of a resolution demonstrating compliance with the State's Surplus Land Act.</p> <p><b><u>Note for Charter Cities:</u></b> At the time of the adoption of the OBAG 2 County Program, this requirement applied only to general law cities and counties. However, as a final court decision has now been rendered confirming that the Act does apply to charter cities, funding eligibility through the Safe &amp; Seamless Mobility Quick-Strike program is contingent upon the adoption, by <i>all</i> cities and counties, of a resolution affirming the jurisdiction's compliance with the Surplus Lands Act.</p>

This checklist was approved for submission by:

*Signature*

*Date*

Signature

Date

*Name (print)*

City Manager/Administrator or designee

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**2022 Comprehensive Investment Plan Applications Received, 2/1/21****Sort by Sponsor**

No.	Organization Name	Application Title	Amount Requested	Total Project Cost	Sponsor Priority	Project Category
1	Alameda County Public Works Agency	Mission Boulevard Phase III Corridor Improvements	\$ 1,950,000	\$ 30,943,000	1	Bike/Pedestrian Capital Project
2	Alameda County Public Works Agency	East Lewelling Blvd Streetscape Improvements Phase II	\$ 1,950,000	\$ 9,233,000	2	Bike/Pedestrian Capital Project
3	Alameda County Public Works Agency	Anita Avenue Streetscape Improvements	\$ 2,000,000	\$ 5,550,000	3	Bike/Pedestrian Capital Project
4	Alameda-Contra Costa Transit District	Quick Builds	\$ 954,000	\$ 1,272,000	1	Transit-related Capital Project
5	Alameda-Contra Costa Transit District	Oakland Traffic Management Center	\$ 375,000	\$ 500,000	2	Transit-related Capital Project
6	Alameda-Contra Costa Transit District	Tempo Quick Build Transit Lane Delineation	\$ 300,000	\$ 400,000	3	Transit-related Capital Project
7	City of Alameda	Cross Alameda Trail Gap-Closing Connectors	\$ 292,000	\$ 450,000	1	Bike/Pedestrian Capital Project
8	City of Albany	Lower Codornices Creek Restoration Project Phase IV	\$ 825,084	\$ 1,445,603	1	Bike/Pedestrian Capital Project
9	City of Berkeley	Ohlone Greenway Modernization & Safety	\$ 1,271,000	\$ 1,696,000	1	Bike/Pedestrian Capital Project
10	City of Berkeley	Adeline Street Transportation Improvements	\$ 495,000	\$ 660,000	2	Bike/Pedestrian Capital Project
11	City of Berkeley	Telegraph Avenue Multimodal Corridor	\$ 290,000	\$ 460,000	3	Transit-related Capital Project
12	City of Dublin	Downtown Dublin Streetscape Plan Implementation	\$ 267,040	\$ 356,054	1	Bike/Pedestrian Capital Project
13	City of Dublin	Safe Routes to School Improvements Dublin	\$ 2,000,000	\$ 5,311,228	2	Bike/Pedestrian Capital Project
14	City of Dublin	Tassajara Rd Widening from N. Dublin Ranch Drive to City Limit	\$ 1,995,040	\$ 8,216,000	3	Bike/Pedestrian Capital Project
15	City of Emeryville	Emery Go-Round Operating Expenses (FY2022-FY2026)	\$ 2,000,000	\$ 21,635,086	1	Shuttle Operations
16	City of Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	\$ 2,000,000	\$ 16,803,000	2	Transit-related Capital Project
17	City of Emeryville	Village Greens and Greenways Program Shared Doyle Street (Phase 3)	\$ 385,000	\$ 385,000	3	Bike/Pedestrian Capital Project
18	City of Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	\$ 1,271,000	\$ 1,865,000	1	Bike/Pedestrian Capital Project
19	City of Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	\$ 1,415,000	\$ 2,124,000	2	Bike/Pedestrian Capital Project
20	City of Fremont	East Bay Greenway Trail Study (City of Fremont)	\$ 100,000	\$ 200,000	3	Plan/Study
21	City of Livermore	First and Scott Street Crossing Improvements	\$ 292,500	\$ 390,000	1	Bike/Pedestrian Capital Project
22	City of Livermore	Robertson Park/Concannon and Epon/Concannon Crossing Improvements	\$ 322,500	\$ 430,000	2	Bike/Pedestrian Capital Project
23	City of Newark	Cherry Street Class IV Separated Bikeways	\$ 453,000	\$ 755,000	1	Bike/Pedestrian Capital Project
24	City of Oakland	West Oakland Transit Improvements	\$ 1,924,000	\$ 2,697,000	1	Transit-related Capital Project
25	City of Oakland	14th Street Complete Streets Project	\$ 1,000,000	\$ 14,031,998	2	Bike/Pedestrian Capital Project
26	City of Oakland	East Bay Greenway Segment II	\$ 1,000,000	\$ 5,740,000	3	Bike/Pedestrian Capital Project
27	City of Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	\$ 867,000	\$ 1,156,000	1	Bike/Pedestrian Capital Project
28	City of San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	\$ 1,479,000	\$ 1,983,000	1	Bike/Pedestrian Capital Project
29	City of San Leandro	MacArthur Boulevard Roundabout, Streetscape, and Park & Ride	\$ 1,500,000	\$ 3,613,000	2	Bike/Pedestrian Capital Project
30	City of San Leandro	LINKS Shuttle	\$ 1,180,000	\$ 4,232,000	3	Shuttle Operations
31	City of Union City - Union City Transit	Union City Electric Bus Infrastructure	\$ 1,500,000	\$ 2,000,000	1	Transit-related Capital Project
32	Livermore Amador Valley Transit Authority	Atlantis O&M Facility Bridging Documents	\$ 541,000	\$ 902,000	1	Transit-related Capital Project
33	Livermore Amador Valley Transit Authority	Passenger Facilities Enhancements	\$ 2,000,000	\$ 2,918,000	2	Transit-related Capital Project
34	San Joaquin Regional Rail Commission	Newark-Albrae Siding Connection Project	\$ 2,000,000	\$ 9,800,000	1	Transit-related Capital Project
35	University of California, Berkeley	Ultra Light Rail Freight and Transit Feasibility Study	\$ 100,000	\$ 200,000	1	Plan/Study

**TOTAL \$ 38,294,164 \$ 160,352,969**

## 2022 Comprehensive Investment Plan Applications Received, 2/1/21

Sort by Category

No.	Organization Name	Application Title	Amount Requested	Total Project Cost	Sponsor Priority
<b>Bike/Pedestrian Capital Project</b>					
1	Alameda County Public Works Agency	Mission Boulevard Phase III Corridor Improvements	\$ 1,950,000	\$ 30,943,000	1
2	Alameda County Public Works Agency	East Lewelling Blvd Streetscape Improvements Phase II	\$ 1,950,000	\$ 9,233,000	2
3	Alameda County Public Works Agency	Anita Avenue Streetscape Improvements	\$ 2,000,000	\$ 5,550,000	3
4	City of Alameda	Cross Alameda Trail Gap-Closing Connectors	\$ 292,000	\$ 450,000	1
5	City of Albany	Lower Codornices Creek Restoration Project Phase IV	\$ 825,084	\$ 1,445,603	1
6	City of Berkeley	Ohlone Greenway Modernization & Safety	\$ 1,271,000	\$ 1,696,000	1
7	City of Berkeley	Adeline Street Transportation Improvements	\$ 495,000	\$ 660,000	2
8	City of Dublin	Downtown Dublin Streetscape Plan Implementation	\$ 267,040	\$ 356,054	1
9	City of Dublin	Safe Routes to School Improvements Dublin	\$ 2,000,000	\$ 5,311,228	2
10	City of Dublin	Tassajara Rd Widening from N. Dublin Ranch Drive to City Limit	\$ 1,995,040	\$ 8,216,000	3
11	City of Emeryville	Village Greens and Greenways Program Shared Doyle Street (Phase 3)	\$ 385,000	\$ 385,000	3
12	City of Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	\$ 1,271,000	\$ 1,865,000	1
13	City of Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	\$ 1,415,000	\$ 2,124,000	2
14	City of Livermore	First and Scott Street Crossing Improvements	\$ 292,500	\$ 390,000	1
15	City of Livermore	Robertson Park/Concannon and Epsom/Concannon Crossing Improvements	\$ 322,500	\$ 430,000	2
16	City of Newark	Cherry Street Class IV Separated Bikeways	\$ 453,000	\$ 755,000	1
17	City of Oakland	14th Street Complete Streets Project	\$ 1,000,000	\$ 14,031,998	2
18	City of Oakland	East Bay Greenway Segment II	\$ 1,000,000	\$ 5,740,000	3
19	City of Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	\$ 867,000	\$ 1,156,000	1
20	City of San Leandro	Class IV Protected Bike Lanes on Hesperian Boulevard and on Fairmont Drive	\$ 1,479,000	\$ 1,983,000	1
21	City of San Leandro	MacArthur Boulevard Roundabout, Streetscape, and Park & Ride	\$ 1,500,000	\$ 3,613,000	2
<b>Subtotal</b>			<b>\$ 23,030,164</b>	<b>\$ 96,333,883</b>	
<b>Plans and Study</b>					
1	City of Fremont	East Bay Greenway Trail Study (City of Fremont)	\$ 100,000	\$ 200,000	3
2	University of California, Berkeley	Ultra Light Rail Freight and Transit Feasibility Study	\$ 100,000	\$ 200,000	1
<b>Subtotal</b>			<b>\$ 200,000</b>	<b>\$ 400,000</b>	
<b>Shuttle Operations</b>					
1	City of Emeryville	Emery Go-Round Operating Expenses (FY2022-FY2026)	\$ 2,000,000	\$ 21,635,086	1
2	City of San Leandro	LINKS Shuttle	\$ 1,180,000	\$ 4,232,000	3
<b>Subtotal</b>			<b>\$ 3,180,000</b>	<b>\$ 25,867,086</b>	
<b>Transit Capital</b>					
1	Alameda-Contra Costa Transit District	Quick Builds	\$ 954,000	\$ 1,272,000	1
2	Alameda-Contra Costa Transit District	Oakland Traffic Management Center	\$ 375,000	\$ 500,000	2
3	Alameda-Contra Costa Transit District	Tempo Quick Build Transit Lane Delineation	\$ 300,000	\$ 400,000	3
4	City of Berkeley	Telegraph Avenue Multimodal Corridor	\$ 290,000	\$ 460,000	3
5	City of Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	\$ 2,000,000	\$ 16,803,000	2
6	City of Oakland	West Oakland Transit Improvements	\$ 1,924,000	\$ 2,697,000	1
7	City of Union City - Union City Transit	Union City Electric Bus Infrastructure	\$ 1,500,000	\$ 2,000,000	1
8	Livermore Amador Valley Transit Authority	Atlantis O&M Facility Bridging Documents	\$ 541,000	\$ 902,000	1
9	Livermore Amador Valley Transit Authority	Passenger Facilities Enhancements	\$ 2,000,000	\$ 2,918,000	2
10	San Joaquin Regional Rail Commission	Newark-Albrae Siding Connection Project	\$ 2,000,000	\$ 9,800,000	1
<b>Subtotal</b>			<b>\$ 11,884,000</b>	<b>\$ 37,752,000</b>	
<b>TOTAL</b>			<b>\$ 38,294,164</b>	<b>\$ 160,352,969</b>	



# Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** March 1, 2021

**TO:** Programs and Projects Committee

**FROM:** Trinity Nguyen, Director of Project Delivery  
Vivek Bhat, Director of Programming and Project Controls

**SUBJECT:** Approve actions associated with the Construction Phase of the I-80 Gilman Interchange Improvements Project, Phase-1

## Recommendation

It is recommended that the Commission approve the following actions related to the I-80 Gilman Interchange Improvements Project, Phase-1:

1. Approve allocation of \$1,587,100 of Measure BB funds from the Congestion Relief, Local Bridge, Seismic Safety program (TEP-26), to the construction phase of this Project; and
2. Authorize the Executive Director or Designee to execute all necessary agreements.

## Summary

Alameda CTC is the project sponsor for the I-80 Gilman Interchange Improvements Project (Project), a named capital project in the 2014 Transportation Expenditure Plan. The Project proposes to reconfigure the I-80 Gilman Interchange, located in northwest Berkeley near its boundary with the City of Albany to improve mobility through the Gilman Street corridor and close the gap in local and regional bicycle facilities through the I-80/Gilman Interchange. The project fact sheet is provided as Attachment A.

The total estimated Project cost is \$65,503,000. In addition to \$14,400,000 of Measure BB authorized by the Commission, a total of \$47,324,000 in Federal, State, and other Local funds have been secured for the Project. The Project is proposed to be constructed in two phases to deliver the improvements as quickly as possible. Phase 1 will construct the Pedestrian/Bicycle bridge over I-80 and Phase 2 will construct two roundabouts at the Gilman Interchange and the associated connecting elements. Caltrans is the implementing agency for the construction phase.

Phase1 bids opened on January 20, 2021 and the lowest bid exceeds the available capital construction budget of \$19,071,000 which is 100% state funded (\$4,152,000 ATP and \$14,919,000 STIP). An additional \$3,779,000 is recommended to award the project. In

partnership with Caltrans and the City of Berkeley, \$2,191,900 (\$1,691,900 STIP and \$500,000 City of Berkeley) has been identified leaving a remaining need of \$1,587,100.

Approval of the requested actions will allow Caltrans to award the Phase 1 contract and begin construction in April 2021.

This project is also being evaluated as a potential nominee for the Metropolitan Transportation Commission (MTC) Safe and Seamless Quick-Strike Program. If this project is selected and recommended for funding through MTC, the 2014 MBB TEP-26 funds will not be required and will be rescinded.

## **Background**

Alameda CTC is the project sponsor for the I-80 Gilman Interchange Improvements Project located in northwest Berkeley near its boundary with the City of Albany. The purpose of the project is to improve navigation and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange so that congestion is reduced, queues are shortened, and merging and turn conflicts are minimized. In addition to improving mobility through the Gilman Street corridor, the Project aims to close the gap in local and regional bicycle facilities through the I-80/Gilman Interchange; provide access for bicycles and pedestrians traveling between the Bay Trail and North Berkeley/Albany; and improve safety for all modes of transportation.

The main project features include a pair of roundabouts and a new bicycle/pedestrian bridge over I-80. In total, the project will provide approximately 2.0 miles of new or improved bicycle/pedestrian components. These include Class I, II, III, and IV bike lanes that provide access to and from the overcrossing to the Bay Trail, nearby recreational facilities and surrounding businesses.

Alameda CTC is the implementing agency for the environmental, design, right-of-way acquisition, and utility phases of the project. Caltrans will Advertise, Award and Administer the construction work for this project. To deliver the improvements as soon as possible, the project will be delivered in two phases. Phase 1 will construct the Pedestrian/Bicycle bridge over I-80 and Phase 2 will construct the two roundabouts at the Gilman Interchange and the associated connecting elements including the safety improvements at the UPRR crossing on Gilman Street and the Golden Gate extension roadway.

Phase 1 was advertised on October 26, 2020 and a total of 11 bids were received and opened on January 20, 2021. The bids ranged between \$21,046,290 and \$24,387,176. A summary of all bids received is provided as attachment B. A thorough evaluation by Caltrans and Alameda CTC's design team was completed and it was concluded that the lowest bid was responsive and responsible. The recommended option is to award the contract to the lowest bidder before the bid expires on April 20, 2021. The total capital estimate to award to the lowest bidder is \$22,841,000. Details are provided in Table 1.

TABLE 1: PHASE 1 TOTAL CAPITAL ESTIMATE

Category	Amount
Bid Amount	\$21,046,290.00
Supplemental Work	\$362,060.00
State Furnished Materials	\$344,380.00
Contingency (5%)	\$1,087,636.50
Total	\$22,840,366.50

The current approved capital construction budget is \$19,071,000. An additional \$3,779,000 is needed to award the project. Caltrans and the City of Berkeley have identified \$2,191,900 towards the funding shortfall. It is recommended that the remaining \$1,587,100 be funded from 2014 MBB TEP-26 funds.

This project is also being evaluated as a potential nominee for the MTC Safe and Seamless Quick-Strike Program. If this project is selected and recommended for funding through MTC, the 2014 MBB TEP-26 funds will not be required and will be rescinded.

TABLE 2: PHASE 1 CONSTRUCTION FUNDING SUMMARY

Description of Work		Construction Capital Current	Construction Capital Proposed Addition	Total <sup>2</sup>
Fund Source	State -ATP	\$4,152,000	\$0	\$4,152,000
	State -STIP	\$14,919,000	\$1,691,900	\$16,610,900
	City of Berkeley	\$0	\$500,000	\$500,000
	MBB (TEP 26)	\$0	\$1,587,100	\$1,587,100
	Total	\$19,071,000	\$3,779,000	\$22,850,000

Agreements will be required with Caltrans and the City of Berkeley to reflect the approved funding contributions and responsibilities.

With the approval of the recommended actions, the estimated schedule is as follows:

- Construction Contract Award – April 1, 2021
- Construction Complete – December 2023

**Fiscal Impact:** The action will authorize the encumbrance of \$1,587,100 in Measure BB funds for subsequent expenditure. Sufficient budget is included in the Alameda CTC adopted FY 2020-2021 Capital Program Budget.

**Attachments:**

- A. I-80 Gilman Interchange Improvement Project Fact Sheet
- B. Summary of Phase 1 Bids



# Interstate 80/Gilman Street 5.2A Interchange Improvement Project

MARCH 2021

## PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the cities of Berkeley and Albany, proposes to reconfigure the Interstate 80 (I-80)/Gilman interchange, located in northwest Berkeley near the City of Albany. The main component of this project is a pair of roundabouts at Gilman Street intersections on both sides of I-80, as well as new pedestrian and bicycle facilities at and near the interchange.

The purpose of the project is to increase safety and improve navigation, mobility and traffic operations on Gilman Street between West Frontage Road and 5th Street through the I-80 interchange. The project will reduce congestion, shorten queues and minimize merging and turning conflicts. In addition to the roundabouts, the project provides:

- A pedestrian and bicycle overcrossing over I-80
- An at-grade pedestrian/bicycle path through the interchange
- A two-way cycle track on Gilman Street, from the interchange to Fourth Street
- A new traffic signal at Gilman and 4th Streets
- A Bay Trail gap closure at the foot of Gilman Street

This project will be constructed in two phases:

**Phase 1:** Pedestrian and Bicycle Overcrossing

**Phase 2:** Interchange Improvements and Local Street Improvements; pedestrian and bicycle Improvements through interchange; Bay Trail gap closure; safety improvements at the Gilman/Union Pacific Railroad at-grade crossing

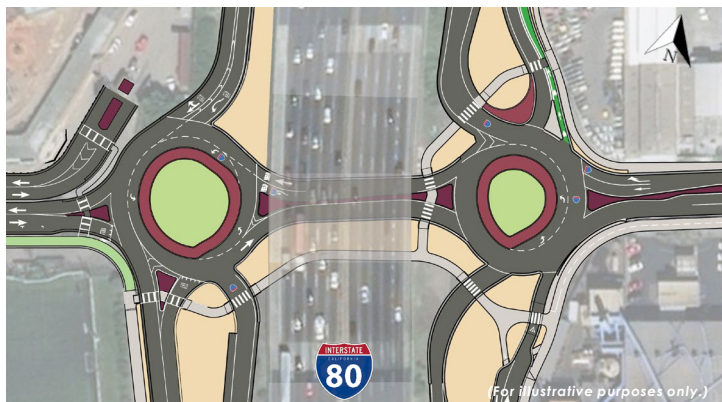


## PROJECT NEED

- Higher than average rates of injury collisions
- Significant roadway deficiencies
- Excess left turn vehicle queue lengths on Gilman Street
- Gap in the San Francisco Bay Trail
- Lack of safe pedestrian and bicycle routes to access recreation areas west of I-80

## PROJECT BENEFITS

- Provides safe access for pedestrians and bicyclists
- Reduces congestion and improves mobility
- Simplifies traffic operations, navigation and mobility at the interchange
- Shortens queues
- Reduces turning conflicts and improves merging
- Improves local and regional biking facilities



Overlay of the roundabouts at the project location.



Conceptual rendering of the I-80 Gilman Interchange Improvements project looking north along Eastshore Highway before Gilman Street.

## STATUS

**Implementing Agency:** Alameda CTC

**Current Phase:** Final Design/Pre-Construction

- Final Environmental Document approved on June 21, 2019; Project Report approved on June 28, 2019.
- Construction funding for Phase 1 approved by the California Transportation Commission in August 2020.
- Phase 1 contract advertised October 26, 2020 and construction to begin spring 2021.

## PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC, cities of Berkeley and Albany, East Bay Regional Park District, East Bay Municipal Utility District (EBMUD) and various bicycle groups

### COST ESTIMATE BY PHASE<sup>1</sup> (\$ X 1,000)

Planning/Scoping	\$794
PE/Environmental	\$4,819
Final Design (PS&E)	\$6,875
Right-of-Way/Utility	\$2,445
Construction	\$50,570
<b>Total Expenditures</b>	<b>\$65,503<sup>1</sup></b>

<sup>1</sup> Does not include separate construction items funded by partner agencies, estimated at \$1.5 million.

### FUNDING SOURCES<sup>2</sup> (\$ X 1,000)

Measure BB	\$14,400
Federal	\$1,079
State (ATP) <sup>3</sup>	\$4,152
State (STIP) <sup>4</sup>	\$41,229
Other (Local, State and EBMUD) <sup>5</sup>	\$864
TBD	\$3,779
<b>Total Revenues</b>	<b>\$65,503</b>

<sup>2</sup> Does not include separate construction items funded by partner agencies, estimated at \$1.5 million.

<sup>3</sup> Active Transportation Program.

<sup>4</sup> State Transportation Improvement Program.

<sup>5</sup> City of Berkeley and East Bay Municipal Utility District (EBMUD).

## SCHEDULE BY PHASE<sup>6</sup>

	PHASE 1		PHASE 2	
	Begin	End	Begin	End
Scoping	Spring 2012	Fall 2014	Spring 2012	Fall 2014
Preliminary Engineering/Environmental	Fall 2015	Summer 2019	Fall 2015	Summer 2019
Final Design	Fall 2018	Fall 2020	Fall 2018	Spring 2021
Right-of-Way	Fall 2018	Fall 2020	Fall 2018	Spring 2020
Construction	Spring 2021	2023	Fall 2021	2023

<sup>6</sup> Schedule subject to funding availability.

Note: Information on this fact sheet is subject to periodic updates.

## SUMMARY OF PHASE 1 BIDS

Bidder	Amount
Golden State Bridge, Inc.	\$21,046,290.00
Myers & Sons Construction, LLC	\$21,747,250.15
Granite Construction Company	\$21,796,062.47
M.C.M. CONSTRUCTION, INC.	\$21,898,803.25
Gordon N. Ball, Inc.	\$22,121,836.20
Brosamer & Wall , INC	\$22,739,732.00
Walsh Construction Company II, LLC	\$22,889,221.50
California Engineering Contractors, Inc.	\$23,208,529.73
Ghilotti Construction Co.	\$23,783,144.00
Andrew M. Jordan Inc, dba A & B Construction	\$24,008,980.00
Flatiron West Inc.	\$24,387,175.82

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# Memorandum

5.3

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• 510.208.7400

• www.AlamedaCTC.org

**DATE:** March 1, 2020

**TO:** Programs and Projects Committee

**FROM:** Trinity Nguyen, Director of Project Delivery

**SUBJECT:** Approve Contract Amendment No. 4 to Professional Services Agreement A18-0030 with WMH Corporation for State Route 84 Expressway and State Route 84 / Interstate 680 Interchange Improvements Project

## Recommendation

It is recommended that the Commission authorize the Executive Director to execute Amendment No. 4 to the Professional Services Agreement No. A18-0030 with WMH Corporation (WMH) for an additional amount of \$2,000,000 for a total not-to-exceed amount of \$18,300,000 to provide design support during construction (DSDC) services for the State Route 84 (SR 84) Expressway and SR 84 / Interstate 680 (I-680) Interchange (I/C) Improvements Project.

## Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the project development phases of the SR 84 Expressway and SR 84 / I-680 I/C Improvements Project (Project) in the City of Pleasanton and the Community of Sunol. The Project proposes to widen SR 84 from two lanes to four lanes from south of Ruby Hill Drive to I-680 and make ramp modifications and other operational improvements to the SR 84/I-680 interchange. The improvements also include extending the I-680 Southbound Express Lane by approximately two (2) miles to the north.

This project is a named capital project in the 2014 Transportation Expenditure Plan (TEP) and has an earmark of \$122.0 million in Measure BB funds and a total project budget of \$244.1 million. Caltrans awarded construction contract to the lowest bidder, Bay City Paving and Grading, Inc. on February 19, 2021 and construction activities are anticipated to begin in April. Alameda CTC, through a competitive selection process, selected and awarded contract A18-0030 for design phase services to WMH in April 2018. As the designer of record, WMH's services will be required to provide DSDC through project completion which is anticipated in 2023.

Authorization of Amendment No. 4 to Professional Services Agreement No. A18-0030 with WMH for an additional amount of \$2,000,000, for a total not-to-exceed amount of \$18,300,000, will provide the resources necessary to successfully construct the project. A summary of all contract actions related to Agreement No. A18-0030 is provided in Table A.

## **Background**

Alameda CTC is the Sponsor of the SR-84 Expressway and SR-84/I-680 Interchange Improvements project. Alameda CTC is the Implementing Agency of the project development (Environmental, Design and Right-of-Way) phases and Caltrans is the Implementing Agency of the construction phase and is responsible to Advertise, Award and Administer the construction contract.

The Project is a named project in the 2014 MBB TEP, (TEP-31) with a total MBB commitment of \$122 million and proposes to upgrade SR-84 in southern Alameda County from south of Ruby Hill Drive to I-680, and to make operational improvements to the SR-84/I-680 Interchange. Additionally, the Project will extend the existing southbound express lane from SR-84 to north of Koopman Road. Proposed improvements include improving SR-84 to four lanes to conform with the existing roadway, interchange improvements, intersection improvements along the SR84 corridor, construction of bike lanes along SR-84 and under I-680, improvements to accommodate southbound express lane extension, drainage modifications, and utility relocations. In addition to the 2014 TEP, this Project is also listed as a named project in the RM3 program, with a total RM3 commitment of \$85 million.

The total estimated cost of the Project is \$244.1 million and the funding plan comprises a combination of local, state and regional funds including \$123.4 million MBB, \$1.1 million Measure B, \$14.9 million Tri-Valley Transportation Council (TVTC), \$11.1 million State Transportation Improvement Program (STIP), \$8.6 million Senate Bill 1 (SB 1) Local Partnership Program (LPP), and \$85 million RM3 funds.

The proposed improvements are expected to alleviate existing and projected traffic congestion to improve SR-84 as a regional connection between I-680 and I-580, consistent with other local and regional planning and programmed projects, improve traffic circulation between SR-84 and I-680, and in the vicinity of the SR 84/I-680 I/C, improve safety for motorists and cyclists on this segment of SR-84, and complete the statutory designation of this segment of SR-84 as an expressway facility.

Caltrans received six bids on February 9, 2021 and on February 19, 2021 an award was made to Bay Cities Paving & Grading, Inc. Construction activities are anticipated to begin in April. The total estimated construction capital is \$156 million. WMH as the designer of record will be needed to provide DSDC including submittal reviews, change orders, and as-built preparation. DSDC costs vary between 1.5%-3.0% of capital and is dependent upon size and complexity. An initial budget of \$2.0 million (approximately 1.3% of estimated construction capital) for DSDC support is recommended at this time.

Request for proposals (RFP) #18-0008, released in November 2017 for PS&E phase services, resulted in the selection and award of professional services contract A18-0030 to WMH in April 2018. WMH is a certified Alameda CTC small local business enterprise. Table A summarizes the contract actions related to Agreement No. A18-0030. With this increase, the contract would continue to exceed the Alameda CTC Local Business Contract Equity program goals.

<b>Table A: Summary of Agreement No. A18-0030</b>			
<b>Contract Status</b>	<b>Work Description</b>	<b>Value</b>	<b>Total Contract Not-to-Exceed Value</b>
Original Professional Services Agreement with WMH (A18-0030)  <i>Approved April 2018</i>	Professional design services for SR 84 Expressway and SR 84/I-680 I/C Improvements	N/A	\$15,000,000
Amendment No. 1 (Administrative Amendment)  <i>Executed November 2018</i>	Ensure consistency with the San Francisco Public Utilities Commission license agreement	N/A	N/A
Amendment No. 2  <i>Approved March 2019</i>	Provide additional budget to complete the project	\$1,300,000	\$16,300,000
Proposed Amendment No. 3 (Administrative Amendment)  <i>Executed July 2020</i>	Update indemnification and insurance requirement provisions	N/A	N/A
Proposed Amendment No. 4  <i>March 2021 – (This Agenda Item)</i>	Provide additional budget to complete the project	\$2,000,000	\$18,300,000
<b>Total Amended Contract Not-to-Exceed Amount</b>			<b>\$18,300,000</b>

**Levine Act Statement:** WMH did not report a conflict in accordance with the Levine Act.

**Fiscal Impact:** The action will authorize the encumbrance of an additional \$2,000,000 in previously allocated Measure BB funds. This amount is included in the Project's funding plan and sufficient budget has been included in the Alameda CTC Adopted FY 2020-2021 Capital Program Budget.

**Attachment:**

- A. State Route 84 Expressway and State Route 84 / Interstate 680 Interchange Improvements Project Fact Sheet

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# SR-84 from South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements 5.3A

MARCH 2021

## PROJECT OVERVIEW

Alameda CTC, in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), proposes to conform State Route 84 (SR-84) to expressway standards between south of Ruby Hill Drive and the Interstate 680 (I-680) interchange in southern Alameda County by:

- Modifying SR-84 to accommodate one additional lane in each direction.
- Implementing additional improvements to reduce weaving/merging conflicts and help address the additional traffic demand between I-680 and SR-84.

The project would also improve the SR-84/I-680 interchange operations by:

- Modifying ramps.
- Extending the existing southbound I-680 high-occupancy vehicle/express lane northward by ~2 miles. Currently, the southbound express lanes extend from SR-84 south of Pleasanton to SR-237 in Milpitas.

Upon completion, this project will be the final segment in a series of improvements to widen SR-84 to expressway standards from I-680 in Sunol to I-580 in Livermore.

## PROJECT NEED

- SR-84 is congested during peak commute times.
- Interchange congestion affects operations of both SR-84 and I-680 and is projected to worsen.
- Collision rates on SR-84 and the interchange are higher than the state average, and access to SR-84 from driveways and local roads is difficult.
- The undivided roadway and uncontrolled access on SR-84 do not meet expressway standards.

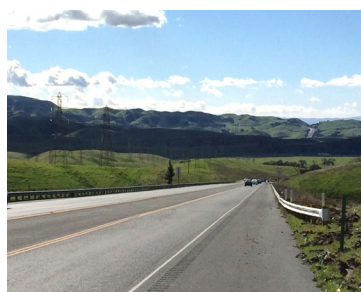


## PROJECT BENEFITS

- Improves regional connectivity
- Improves interregional connectivity
- Relieves congestion
- Improves safety



I-680/SR-84 interchange.



SR-84 looking eastbound near Ruby Hill Road.



SR-84 looking westbound near Ruby Hill Road.

## STATUS

**Implementing Agency:** Alameda CTC

**Current Phase:** Final Design and Right-of-Way

- The Environmental Impact Report (EIR) as part of California Environmental Quality Act (CEQA) clearance and the Environmental Assessment (EA) as part of National Environmental Policy Act (NEPA) clearance were completed on May 30, 2018.
- Final design and right-of-way acquisition was completed in September 2020.
- Construction contract advertised in October and awarded in February 2021.

## PARTNERS AND STAKEHOLDERS

Alameda CTC, Alameda County, Caltrans, FHWA and the cities of Livermore, Pleasanton and Sunol

### COST ESTIMATE BY PHASE (\$ X 1,000)

Preliminary Engineering/Environmental	\$5,756
Final Design	\$17,250
Right-of-Way	\$20,500
Construction	\$200,594
<b>Total Expenditures</b>	<b>\$244,100</b>

Note: Construction cost escalated to mid-year of construction, 2022.

### FUNDING SOURCES (\$ X 1,000)

Measure BB	\$123,400
Measure B	\$1,046
Local (TVTC) <sup>1</sup>	\$14,940
Regional (RIP) <sup>2</sup>	\$11,114
Regional (RM 3) <sup>3</sup>	\$85,000
State (SB 1 LPP) <sup>4</sup>	\$8,600
<b>Total Revenues</b>	<b>\$244,100</b>

<sup>1</sup> Local funding includes the Tri-Valley Transportation Council (TVTC).

<sup>2</sup> Regional Improvement Program (RIP).

<sup>3</sup> Regional Measure 3 (RM 3).

<sup>4</sup> Senate Bill 1 Local Partnership Program (SB 1 LPP)

### SCHEDULE BY PHASE

	Begin	End
Environmental	Spring 2015	Summer 2018
CEQA Clearance	Spring 2015	Summer 2018
NEPA Clearance	Spring 2015	Summer 2018
Final Design	Summer 2018	Summer 2020
Right-of-Way	Summer 2018	Summer 2020
Construction	Spring 2021	2023

Note: Information on this fact sheet is subject to periodic updates.